

Fact Sheet

UNSURFACED ROAD MANAGEMENT SYSTEM

DESCRIPTION

In July 1984, the Federal Highway Administration funded CRREL under its Rural Transportation Assistance Program (RTAP) to revise the PAVER Pavement Management System for use on unpaved roads. Additional funding was provided by four Army agencies. By working with CERL, WES, FORSCOM, TRADOC, EHSC, Tulsa District Corps of Engineers, and others, a rating system for unsurfaced roads was developed and field-validated. It has been incorporated into MicroPAVER with distresses numbered 81–87.

The method has been implemented at Fort Riley, Kansas; Fort Carson, Colorado; Fort Wainwright, Alaska; and Fort Greely, Alaska. It also is being used in Maine, New Hampshire, New York, Pennsylvania, Wisconsin, Jordan, Korea, and New Zealand.

PROGRAM OBJECTIVES

- Perform evaluations of all unsurfaced roads, range roads, tank trails, and other areas to support mission requirements.
- Maintain these facilities to minimum acceptable levels.
- Provide a complete management system for surfaced as well as unsurfaced roads.

PRODUCTS

- *Rating Unsurfaced Roads*, CRREL Special Report 87-15
- *Development of the Unsurfaced Roads Rating Methodology*, CRREL Special Report 88-5
- *Unsurfaced Road Maintenance Management*, CRREL Special Report 92-26
- *Unsurfaced Road Maintenance Management*, TM 5-626, January 1995
- Videotape: *Pavement Management Systems*, PD 00210
- Videotape: *Unsurfaced Road Management*, PD 00211
- Videotape: *Inspecting Unsurfaced Roads*, PD 00212
- Videotape: *Criteria Development for C-17 Operations on Semi-Prepared Airfields*, T 98002

BENEFITS

This system allows manual and computerized pavement maintenance management at military and civilian facilities for both surfaced and unsurfaced roads. It has been incorporated into MicroPAVER, which is available from the American Public Works Association, or from the MicroPAVER Support Center, Conferences and Institutes, University of Illinois, 302 E. John Street, Suite 202, Champaign, IL 61820 (telephone 217-333-2882).

POINT OF CONTACT

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